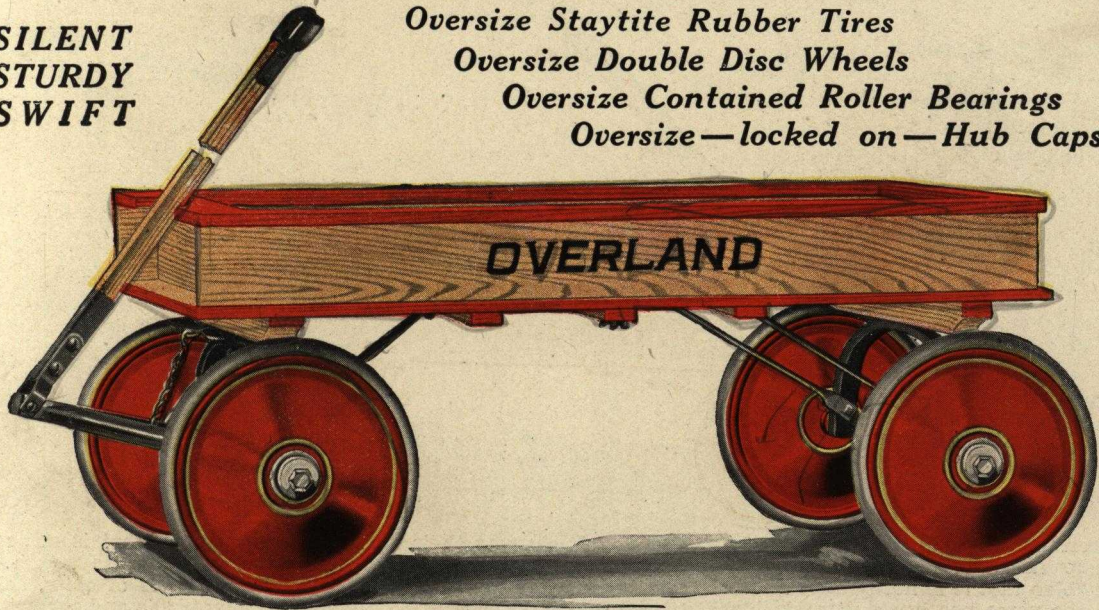




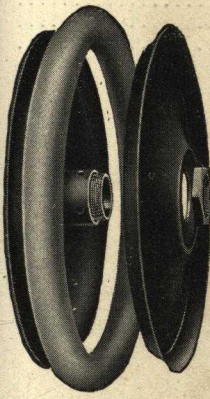
# No. 1049 Overland Coaster Wagon

**SILENT  
STURDY  
SWIFT**

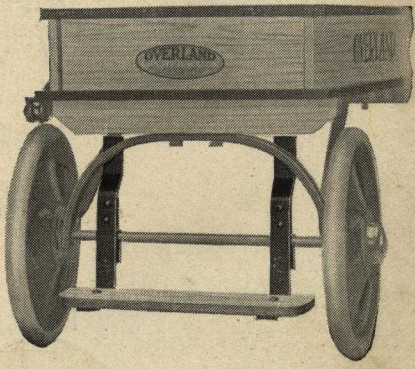
*Oversize Staytite Rubber Tires  
Oversize Double Disc Wheels  
Oversize Contained Roller Bearings  
Oversize—locked on—Hub Caps*



The superiority of the Overland Coaster Wagon shows up at a glance. The Overland is as substantial as it looks. A boy may outgrow his Overland Wagon, but he can't wear it out. This wonderful Overland model illustrated above reflects forty years of manufacturing experience. It is the acme of twenty-two years of coaster wagon development. Overland bodies are made of thoroughly seasoned and kiln dried, carefully selected hardwood. Bodies are carefully planed and sanded; neatly lettered in black, trimmed in red. Two full coats clear high grade coach varnish inside and out. Straight Grain Maple Tongue with steel loop handle. Bends back so wagon can be steered from box. Anti-Rattler Nut Locks prevent nuts and bolts from rattling and working loose. All steel below the body—gears are made of channel steel  $\frac{7}{8}$  inch wide by  $\frac{3}{4}$  inch deep. They are in the shape of a trussed arch which carries the weight of the load to the extreme ends of the axle—right next to the wheel. This eliminates axle strain—the axles remain straight and run true.



The oversize double disc wheels are built of two heavy pressed steel discs with rims curled to fit the extra heavy Staytite rubber tires. Discs firmly locked together by heavy cold rolled steel hub bushing. The wheels are finished in Overland red—just the right rich, deep shade to make the Overland the envy of every child who hasn't one of them. Each hub contains ten cold rolled steel shouldered bearings  $\frac{1}{4}$  inch thick by  $1\frac{1}{8}$  inches long. Bearings held in place by pressed steel container, prevents their dropping out and being lost when wheel is removed. Won't crack or chip like ball bearings; won't "pile up" like thinner rollers—they keep wheels running smoothly during years and years of constant service. Carefully fitted and keep wheel from wobbling. Oversize pressed steel automobile Hub Cap heavily coppered, nickel plated and buffed—locked onto hub. Can be removed or replaced with a screw driver, but cannot be knocked off. They keep the grease in and the dirt out. They are brilliantly nicked, adding to the distinctive attractiveness of the best looking wheel ever put on a coaster wagon.



Oversize Staytite Rubber Tires make fast riding easy and noiseless. Fit tight and keep sand and grit from working beneath the tires so there is no tire wear from the inside. Will deliver twice the mileage of same size tires put on by old-fashioned methods. When tires finally do wear out, they can be easily replaced. Anyone capable of handling a wrench can take the two discs of the wheel apart, remove the old, worn tire, replace it with a new one and put the wheel together again.

By simply loosening two winged nuts on the underside of the bed the rail or box of the Overland Wagon may be removed and the wagon stripped for speeding. It may be replaced as easily and quickly as it is taken off. Overland Radius Rod runs direct from underside of bed to center of front axle as shown in illustration above. It absorbs all shocks at the axle such as those which occur when the wagon runs into a tree, curbstone or lamp post. It eliminates all strain on the king bolt and steering gear. The Overland Roller Brake does not chafe or wear the tire. The brake shoe, which is not shown in the illustration, is a roller that conforms to the shape of the tire. The roller brake shoe fits loosely into the brake lever so that if pressure is applied the roller rubs against the lever and the wagon is stopped by friction within the brake itself and not by friction on the tires.

**Step Attachment.**  
This is an attachment to be placed on the rear axle of the Overland Coaster Wagon. It can be used on either No. 120A or No. 130A. It serves as a step or platform on which the boy can stand when coasting or to provide room for an extra passenger. Made of steel. It hooks over the rear axle and swings free, the weight of the step holding it to proper position. Step is made of hardwood. It hangs within the radius of the wheels so that it cannot be struck or damaged when going down steps or over a curb.

Each Wagon packed in a separate, sealed, dust proof carton.

No.	Body	Wheels	Rubber Tires	Weight	Each
100A	12x28	8 inches	$\frac{3}{4}$ -inch	24 lbs	7.95
110A	14x32	8 inches	$\frac{3}{4}$ -inch	27 lbs	9.45
120A	14x34	10 $\frac{1}{2}$ inches	1-inch	38 lbs	10.35
130A	16x38	10 $\frac{1}{2}$ inches	1-inch	41 lbs	11.55
Rear Step Attachment for Nos. 120A or 130A, extra					.45





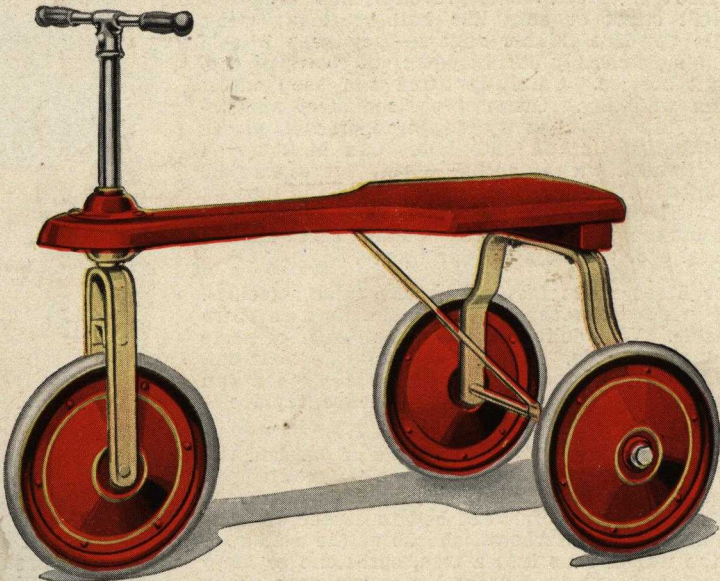
No. 1048 Overland Junior Wagon



The Overland Junior is just the thing for little tots. It answers their need for a play wagon that is not so large and heavy as a regular coaster, but which is at the same time strong enough for a child to ride in. This wagon is light but strong enough so that it is not quickly and easily broken up like a cheap toy wagon. The body is of clear, selected hardwood, with the name neatly stenciled in black, trimmed in red and covered, top and bottom, inside and out, with two coats of clear, high grade coach varnish. All steel below the body. Channel arch construction places weight of load at ends of axle near wheel. Axles are continuous. Wheels are made of double discs held together by center bushing and riveted at rim. The long roller bearings, which make the wagon run easy with a heavy load, are built right into the wheel itself. Highly polished nickel hub caps lock on over the hub and keep the grease in and the dirt out of the bearings. Wheels are beautifully and attractively enameled in red. Other metal parts finished in black. Overland Junior is furnished in three sizes. All of them light enough to be safe for the toddlers just learning to walk, and strong enough to withstand the rough treatment of a child several years old. Two wagons of each size packed in a separate, sealed, dust-proof carton.

No.	Body	Wheels	Rubber Tires	Weight	Each
301A	9½x19	5-inch	½-inch	9 lbs.	3.60
302A	10½x24	6-inch	¾-inch	12 lbs.	4.80
303A	12 x28	7-inch	¾-inch	15 lbs.	5.55

No. 1091 Overland Play Car

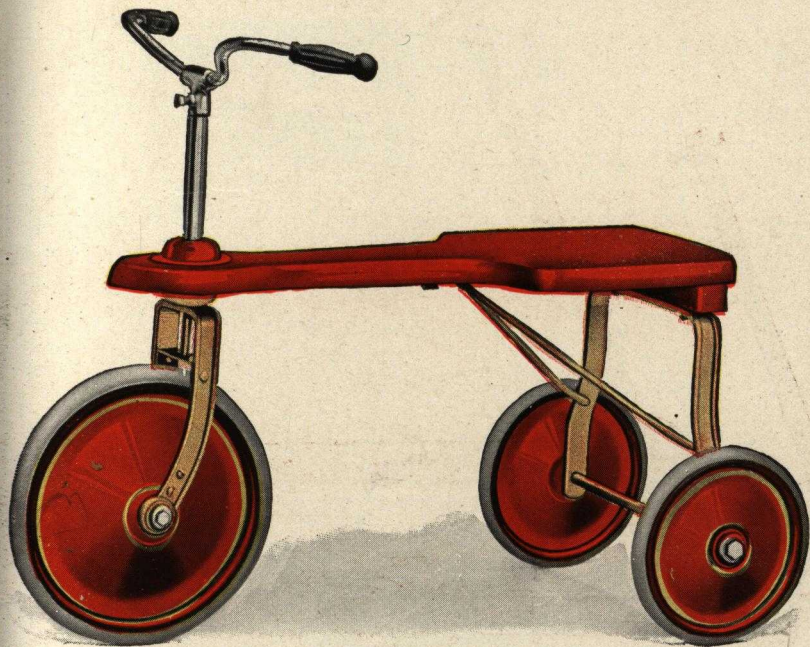


The front fork is of channel steel heavily braced so that it cannot bend. The steering post is solid, cold-rolled steel and is held upright in a steel bearing that is about 2½ inches in length so that the steering post cannot twist and wear wobbly. The handle-bar is gripped in a malleable iron clamp. This has a square socket which fits over the top of the steering post. The cushion rubber handle grips and nickel-plated finish of the steering post and handle-bars add materially to the appearance of this attractive vehicle. The rear arch of channel steel and the brace which runs directly from the axle to the underside of the seat are finished in an attractive shade of yellow, as is the front fork. The seat and wheels are finished in a high gloss enamel in red. The rear axle is continuous, extending from one side to the other, so that where the children play in pairs the child who does the pushing has a place to step on behind. Front wheel ball bearing; rear wheels roller bearing. Four Play Cars of each size packed in a sealed, dust-proof carton.

No.	Length over all	Width over all	Height over all	Seatboard	Wheels	Height of seat	Weight	Each
1	18 in.	12 in.	16 in.	6 x17	5 in. x ½ in.	8½	6½ lbs.	3.30
2	20 in.	12 in.	17 in.	6½x18	6 in. x ⅝ in.	10	7½ lbs.	3.90
3	23 in.	12 in.	18 in.	7 x20	7 in. x ¾ in.	11½	8¾ lbs.	4.65



## No. 1028 Overland Play Car



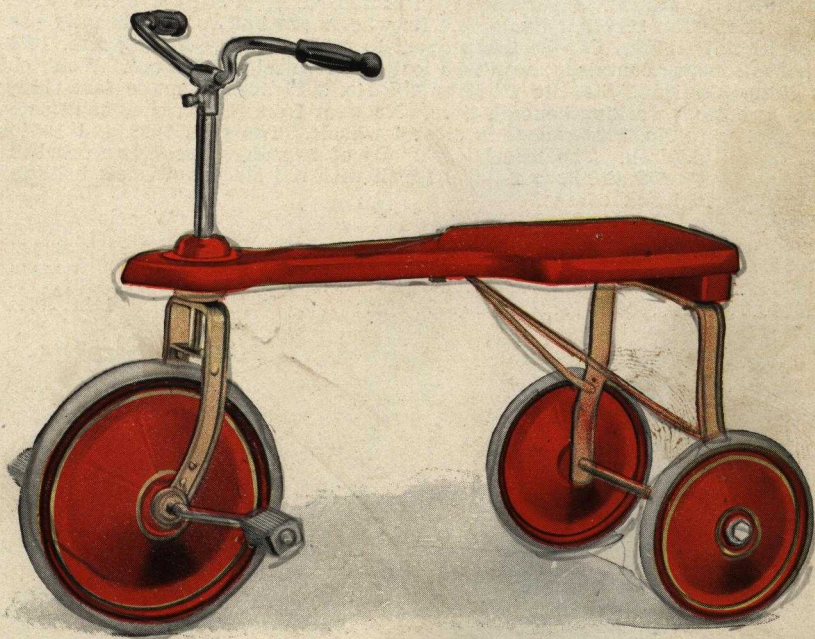
These Play Cars offer a number of very decided improvements in construction which contribute materially to safety and ease of operation as well as to the life of the vehicle itself. Both the front fork and the rear arch are made of channel steel which has the necessary thickness as well as width to give plenty of strength without excessive weight. The channel steel arch in the rear permits a child who is pushing to stand on the rear axle and hold on to the shoulders of the one who is in the steering seat. The wheels are double disc with roller bearings in the rear; ball bearings in front; oversize tires and beautifully polished nickel-plated hub caps—locked on so they can't be knocked off. A square steering post of cold-rolled steel prevents handle-bar from getting loose and twisting. The steering post bearing, instead of being of wood, is made of two inverted cups of heavy steel, bolted to the body. This bearing cannot swell and tighten. Being made of steel as hard as the steering post itself, it prevents the steering post from wearing wobbly. The Play Car is always easy to steer. Cushion rubber handle

grips. Body and wheels covered with clear, smooth, brilliant Overland red finish. Front fork and rear arch enameled in rich yellow. Hub caps, steering post and handle-bars polished nickel.

Packed one in a separate, sealed, dust-proof carton.

No.	Length over all	Width over all	Height over all	Seatboard	Height of seat	Front wheel	Rear wheel	Weight	Each
14.....	25 in.....	13 in.....	19½ in.....	20½x7.....	11½ in.....	8 in. x ¾ in.....	6 in. x ⅝ in.....	9 lbs....	5.40
15.....	28¾ in.....	13 in.....	21 in.....	22½x8.....	13 in.....	10 in. x ¾ in.....	7 in. x ⅝ in.....	10 lbs....	6.15

## No. 1047 Overland Pedal Car



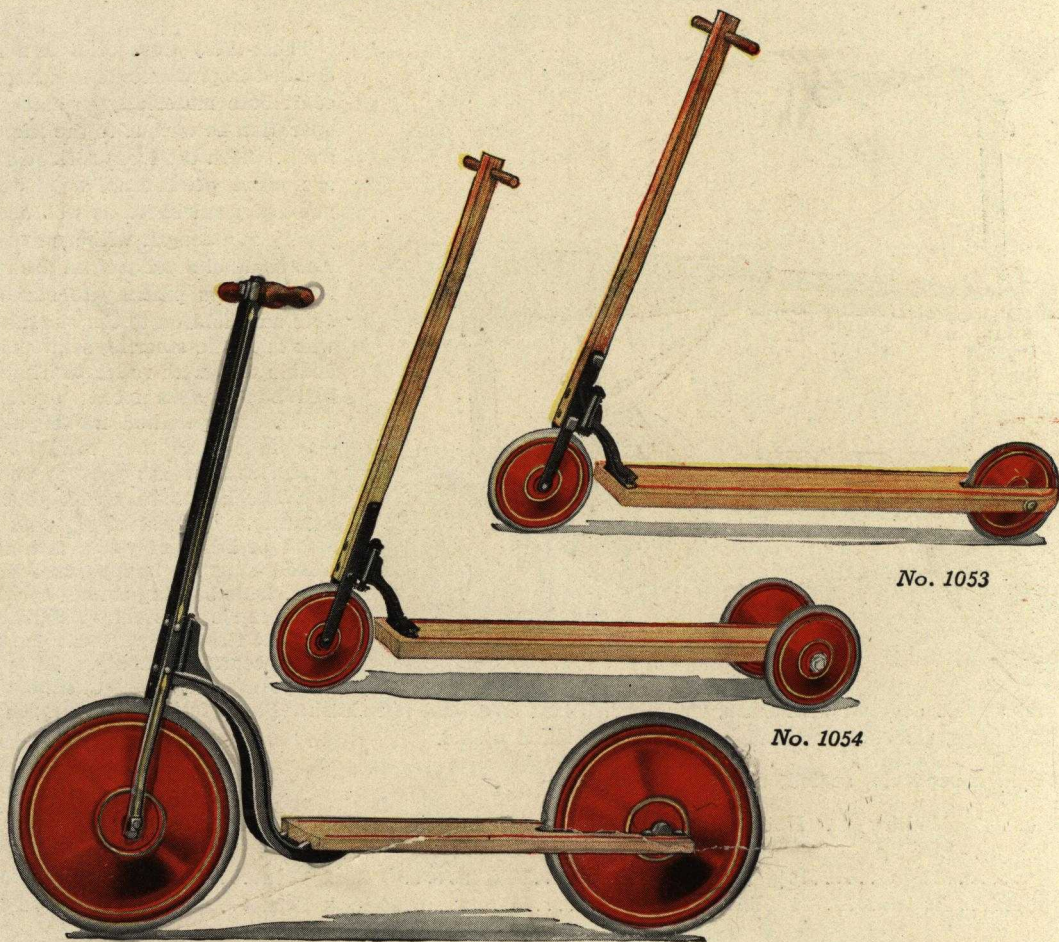
Similar to Play Cars except the front wheel is equipped with Pedals. Front fork and rear arch of channel steel, highly nickeled, locked-on hub caps, rubber cushion handle grips and pedals. Ball bearings in the front wheel and roller bearings in the rear make the Overland Pedal Car easy to run, and the oversize rubber tires make it practically noiseless. Front fork of channel steel is double braced—stiff and firm. The steering post runs up from the fork through a double bearing of steel as hard as the post itself. This 3-inch bearing holds the post upright. It is practically wear proof and prevents any needless play in the steering post. Being made of steel, it cannot shrink or swell to bind or tighten the steering post. Steering post is made of square cold-rolled steel. This makes it impossible for either front fork or handle-bars to get loose and twist. The Overland Pedal Car can always be accurately steered. Rear arch is of channel steel. It has thickness as well as breadth. Body as well as the wheels are finished in Overland red. Steel work below the body is enameled in a rich, bright yellow. All metal parts above are brilliantly nickeled. Packed one in a separate, sealed, dust-proof carton.

No.	Length over all	Width over all	Height over all	Seatboard	Height of seat	Front wheel	Rear wheel	Weight	Each
4.....	25 in.....	13 in.....	19½ in.....	20½x7.....	11½ in.....	8 in. x ¾ in.....	6 in. x ⅝ in.....	11 lbs....	5.70
5.....	28¾ in.....	13 in.....	21 in.....	22½x8.....	13 in.....	10 in. x ¾ in.....	7 in. x ⅝ in.....	12 lbs....	6.60





Overland Scooters



No. 1053

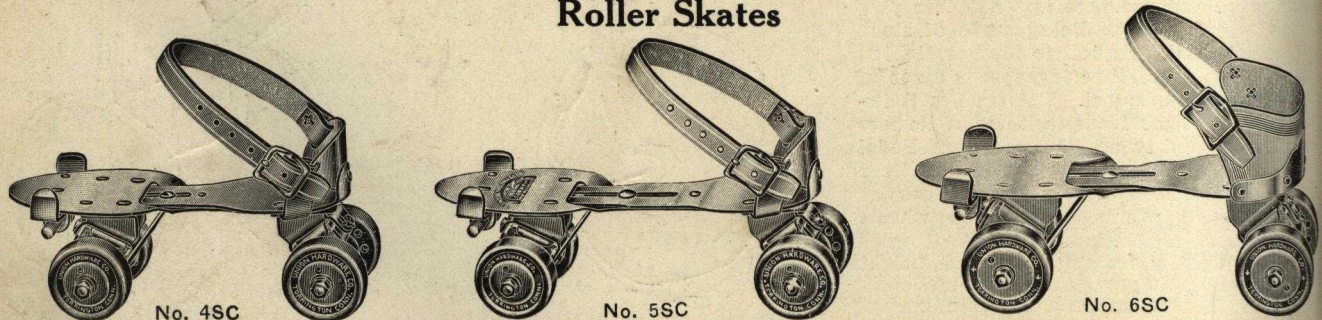
No. 1054

Nos. 1029—1060

Overland Scooters are real sidewalk or pavement travelers. Run easily, swiftly and silently. Easily carried upstairs or taken into an elevator. Take up very little room in a home or apartment. Front bracket is strong, tough malleable iron, heavily ribbed. Clear hardwood footboard,  $\frac{3}{4}$  inch by 6 inches wide, extends beyond axle of rear wheel. Steering post of the No. 1029 is adjustable. Its wheels are built of two heavily pressed steel discs locked together by a cold-rolled steel hub bushing. Can be taken apart to replace tires. Racing size,  $10\frac{1}{2}$  inches. Roller bearings,  $\frac{1}{4}$  inch thick by  $1\frac{1}{2}$  inches long, in container; won't be lost when wheel is removed. Won't chip or crack like ball bearings or pile up like thin rollers. Overland Staytite Tires on the No. 1029 Scooter make fast riding easy and noiseless. Fit tight and keep sand and grit from working beneath tires. No wear from inside, tires can't come off, and will wear twice as long. The No. 1060 is similar to No. 1029 except in size of wheels. The Nos. 1053 and 1054 are made with 5-inch wheels and are intended for small children. The wheels are made of two discs securely riveted together and fitted with roller bearings and rubber tires. Footboard and body natural finish with red stripe. Wheels brilliant Overland red with double yellow band. Other metal parts black enamel.

No.	Length	Height	Wheels	Weight	Packed	Each
1053	29 in.	27 $\frac{1}{2}$ in.	5 in. x $\frac{5}{8}$ in.	4 $\frac{1}{2}$ lbs.	Three in a carton	2.70
1054	29 in.	27 $\frac{1}{2}$ in.	5 in. x $\frac{5}{8}$ in.	5 lbs.	Three in a carton	3.45
1060	34 in.	35 in.	8 in. x $\frac{3}{4}$ in.	10 lbs.	Two in a carton	4.50
1029	36 in.	36 in.	10 $\frac{1}{2}$ in. x 1 in.	12 lbs.	Two in a carton	5.25

Roller Skates



No. 4SC

No. 5SC

No. 6SC

These skates are fitted with self-contained roller bearings. The tops, trucks, clamps, and stampings are made of the best cold rolled steel. Trucks are oscillating with best rubber cushions and turn in a three-foot circle. Straps are of the best grain leather. On Nos. 4SC and 5SC a formed steel loop protects the straps and prevents their cutting or pulling out.

No. 4SC—For Children. Half strap heel, small foot plate, clamp toe, nickel plated. Extends  $6\frac{1}{2}$  to  $8\frac{1}{2}$  ins..Per pair, \$3.30  
No. 5SC—For Boys and Men. Same as No. 4, except larger foot plates. Extends from  $8\frac{1}{2}$  to  $10\frac{3}{4}$  ins.....Per pair, \$3.30  
No. 6SC—For Girls and Women. Full strap leather heel, clamp toe, nickel plated. Extends from  $7\frac{1}{2}$  to 10 ins..Per pair, \$3.50